

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5225

號九十月六年二十三緒光

WEDNESDAY, AUGUST 8, 1906.

三拜禮

號八月八英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goets, Esq.
Hon. Mr. W. J. Gieson
C. R. Lenzmann, Esq.
D. M. Nissim, Esq.
A. J. Raymond, Esq.
R. Shewan, Esq.
N. A. Siebs, Esq.
H. A. W. Slade, Esq.
H. E. Tomkins, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS GRAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 6th June, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Staatsbank (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER,
Manager.

Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cherbon, Tegal, Peking, Batavia, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 per annum on daily balance.

Fixed Deposits 12 months 4 1/2 per annum.

Do. 6 do. 4 do.

Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.

Hongkong, 1st June, 1906.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 21,000,000
CAPITAL UNCALLED....." 3,000,000
RESERVE FUND....." 10,300,000
SPECIAL RESERVE FUND....." 1,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. NEWCHANG.
SAN FRANCISCO. MUKDEN.
LONDON. PORT ARTHUR.
TIENTSIN. CHEFOO.
PEKING. DALNY.
Kobe. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

PARIS BANK, LD.

THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On Fixed Deposits for 12 months at 5 per Cent.

On Fixed Deposits for 6 months at 4 1/2 per Cent.

On Fixed Deposits for 3 months at 4 per Cent.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 14th May, 1906.

THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£975,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per Cent.

On Fixed Deposits for 6 months, 3 1/2 per Cent.

On Fixed Deposits for 3 months, 3 per Cent.

T. P. COCHRANE,
Manager.

Hongkong, 16th May, 1906.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....\$10,000,000

CAPITAL PAID UP.....\$3,250,000

RESERVE FUND.....\$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per Cent. per annum.

For 6 months 4 per Cent. per annum.

For 3 months 3 1/2 per Cent. per annum.

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central.

Hongkong, 19th September, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.

7.30 a.m. to 8.00 a.m. ...Every 10 minutes.

8.00 a.m. to 8.30 a.m. ...Every 15 minutes.

8.30 a.m. to 9.00 a.m. ...Every 10 minutes.

9.00 a.m. to 11.00 a.m. ...Every 15 minutes.

11.30 a.m. to 12.45 p.m. ...Every 15 minutes.

12.45 p.m. to 1.15 p.m. ...Every 15 minutes.

1.15 p.m. to 1.45 p.m. ...Every 15 minutes.

1.45 p.m. to 2.15 p.m. ...Every 15 minutes.

2.15 p.m. to 3.00 p.m. ...Every 15 minutes.

3.00 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.

9.00 a.m. to 9.30 a.m. ...Every 30 minutes.

9.30 a.m. to 10.30 a.m. ...Every 15 minutes.

10.30 a.m. to 11.00 a.m. ...Every 10 minutes.

12.00 Noon to 1.00 p.m. ...Every 10 minutes.

1.00 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 6.00 p.m. ...Every 10 minutes.

6.00 p.m. to 7.00 p.m. ...Every 15 minutes.

7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 12th July, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First CLASS FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
HONGKONG, 28th May, 1895.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	MALTA	About 9th August	Freight and Passage.
LONDON, &c.	MOLDAVIA	11th August	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	NUBIA	About 16th August	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Intimations.

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LINCOLN & BENNETT'S AND SCOTT'S TWEED CAPS.

RAINCOATS AND WATERPROOFS.

CABIN AND SARATOGA TRUNKS.

TRAVELLING RUGS HOLDALLS.

FITTED SUIT CASES.

KIT BAGS, SOILED LINEN BAGS.

EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.

Hongkong, 24th July, 1906.



AQUARIUS Co's

STONE GINGER BEER.

THE BEST GINGER BEER OBTAINABLE

Telephone

No. 75.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th July, 1906.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, 11th August,

THE Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 2 P.M. according to schedule.

Returning departure from Macao at 7 P.M.

Return Fare, 1st Class.....\$4.00

returning on Sunday.....5.00

2nd Class, available to return on Sunday.....2.00

OTHER RATES AS USUAL.

SUNDAY, 12th August.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.

from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

CAFE WEISMANN will supply Luncheon and Refreshments.

MACHADO'S BAND will play Selections of Music.

Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,

Acting Secretary.

Hongkong, 7th August, 1906.

Intimations.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, MARUBACHI, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 105, HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malabar, Kure, Balmoreski, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinojima, Bessho, Mitte, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujimura, Hekoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshino, Yonokihara and other Coals.

S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS

in all kinds of

JAPANESE FINE ART CURIOS, TEA

SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,

Hongkong.

Hongkong, 28th April, 1906.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask

ex Factory.

In Bags of 50 lbs. net \$2.80 per Bag

ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 30th September, 1905.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES,

Manager.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

VICTORIA HOTEL,

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL,

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

W. FARMER, Proprietor.

ORIENTAL HOTEL,

MACAO.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,353 tons.....Captain H. D. Jones.
 "POWAN," 2,338 "....." W. A. Valentine.
 "FATSHAN," 2,250 "....." R. D. Thomas.
 "HANKOW," 3,073 "....." G. V. Lloyd.
 "KINSHAN," 1,995 "....." J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 5.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons.....Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

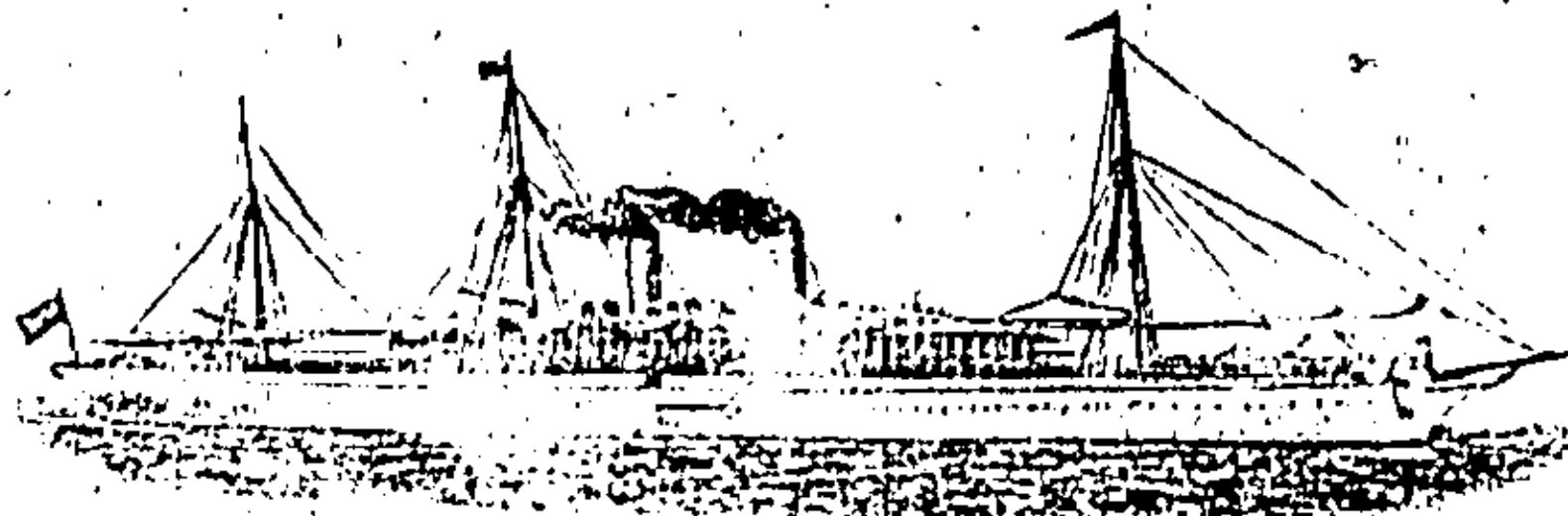
S.S. "LUNGSHAN," 2,119 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons.....Captain J. Willox.
 "NANNING," 509 "....." C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA".....6,000.....		WEDNESDAY, August 22.....	September 12
"ATHENIAN".....2,440.....		WEDNESDAY, September 5.....	September 29
"EMPRESS OF JAPAN".....6,000.....		WEDNESDAY, September 19.....	October 10
"MONTEAGLE".....6,163.....		WEDNESDAY, October 3.....	October 27
"EMPRESS OF CHINA".....6,000.....		WEDNESDAY, October 17.....	November 7
"TARTAR".....4,425.....		WEDNESDAY, October 31.....	November 24

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class.....\$100.00. 2nd Class.....\$60.00. 3rd Class.....\$40.00.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40.00.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Blaks Plaz. [13]
 Hongkong, 8th August, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 2nd Class—Single, 40 cents; Return, 60 cents.
 3rd Class—Single, 20 cents each trip.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so on the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.
 The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.
 Hongkong, 8th August, 1906. [17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW".....1,500.....T. R. MEAD.
 "KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Five New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4
 Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth.....\$2.00
 return \$3.....\$3.00
 Servants' passages must be paid for.

Breakfast, Tiffin and Dinner \$1.00 each.
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 3rd August, 1906. [18]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 13th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNEISENAU.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.
PRINZESS ALICE.....	WEDNESDAY, 7th November.
PREUSSEN.....	WEDNESDAY, 21st November.

ON WEDNESDAY, the 15th day of August, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 13th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th August.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR.....	\$61.0.0.	\$42.0.0.	\$22.0.0.
Return.....	91.0.0.	63.0.0.	33.0.0.
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG.....	65.0.0.	44.0.0.	24.0.0.
Return.....	97.0.0.	66.0.0.	36.0.0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR.....	61.0.0.	44.0.0.	26.0.0.
Return.....	115.0.0.	79.0.0.	47.0.0.
VIA BREMEN OR SOUTHAMPTON.....	68.0.0.	46.0.0.	27.0.0.
Return.....	123.0.0.	83.0.0.	49.0.0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD.....	4,763.....	TUESDAY, 21st August.
PRINZ WALDEMAR.....	3,227.....	TUESDAY, 18th September.
PRINZ SIGISMUND.....	3,302.....	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	\$18.00	\$12.00	\$8.00	Return \$42.00	\$27.15
TO BRISBANE.....	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY.....	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE.....	\$34.10	\$24.10	\$16.00	Return \$62.50	\$44.50
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG.....	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	\$97.0.0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96.0.0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	SACHSEN.....	WEDNESDAY, 15th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PRINZ HEINRICH.....	WEDNESDAY, 29th August.
YOKOHAMA & KOBE.....	PRINZ WALDEMAR.....	WEDNESDAY, 29th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	\$62.0.0.
TO BREMEN.....	63.10.0.
TO PARIS VIA CHERBOURG.....	65.0.0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65.0.0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.
 Hongkong, 2nd August, 1906. [19]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A.B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG. [14]

Hongkong, 23rd December, 1905.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half August	JAVA PORTS	First half August
TJIMAHU.....	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS.....	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP.....	JAPAN	First half September	JAVA PORTS	Second half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 7th August, 1906.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.
 PRICE \$70.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905. [66]

FOR SALE.

WELSCH'S IN-DOOR AND OUT-DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,
 Do. HARP LAMPS,

Do. HANTLER OHM-NEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHITA of the best kind for GASOLINE LAMPS and CAROLINE ENGINES, kept in stock.

TAI KWONG CO.,
 109, Des Voeux Road Central,
 Hongkong, 1st August, 1906. [59]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
- OC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule 27.00
- B, C, and CC are excellent Dinner Wines; D and E are After-Dinner Wines of a very fine Vintage.

ALL ARE SUPERIOR XERES WINES.

COGNAC BRANDY.

- A. OLD PALE 27.00
- B. SUPERIOR VERY OLD COGNAC 27.00
- C. VERY OLD LIQUEUR COGNAC 33.00
- D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00
- D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS,
Hongkong, 25th July, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportionate.

The daily issue is delivered free when the address is accessible to messenger. On application by post an additional \$1.80 per quarter is charged for postage.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 8, 1906

SINGAPORE FINANCES.

Recently we dealt at some length with the subject of the finances of the sister colony of Singapore in view of the number of gigantic schemes projected for the Southern colony involving millions of pounds sterling. It was amply demonstrated that, unless some very unexpected new source of revenue is discovered, it will be practically impossible for the Straits Government with the present or even immediately prospective source of revenue, to meet the obligations which the various schemes of harbour and dock improvements must certainly impose upon the taxpayers in the colony. A large gathering of about three hundred representative business and professional men met at Singapore the other day to consider the financial condition of the Colony, especially in view of the Tanjong Pagar Award. Mr. Buckley moved: "That in view of the altered financial position of the Colony caused by the Tanjong Pagar Arbitration Award and of the urgent need for improvements and developments at those Docks and Wharves in order to meet the requirements of the trade of the Port, and of the expenditure required for other works more important and more urgent than the proposed work of constructing an inner harbour in the Roadstead at Singapore, it is imperatively necessary in the best interests of the Colony that that work should not be proceeded with." Speaking on the motion he said that it seemed a pity that Singapore should begin after 87 years of great prosper-

perity to run into debt. The Colony never cost England or the old East India Trading Company a single cent. There must come a time in every place when the tide of revenue cannot rise any higher. It seemed in Singapore to be on the turn. Trade is not prospering. The conditions are changing. Trade once diverted is seldom recovered. When the speaker first came to Singapore, forty-two years ago, there was a large number of huge Chinese junks and other native vessels in the harbour. Many of these came from far-off places. That trade has left that place on account of the extended steamer traffic. Singapore has always been an emporium of trade, but its customers will not do their business here if they can do it at their own doors. Unnecessary debt is the thin end of a wedge which may seriously threaten the prosperity of the Colony. The speaker dwelt upon the danger to the revenue of the Colony through the peril in which the Opium Farm appeared to stand. Following the last speaker Mr. Graham favoured the resolution. Before the expropriation of Tanjong Pagar, he said, the Colony had a revenue of between ten and eleven millions and an expenditure of practically the same amount. Government expected, before the award was announced, that the revenue derived from the Docks would pay the interest, and supply the sinking fund, on the debt contracted by the expropriation. The position then was quite reasonable, but when the award was issued the situation was altered. Tanjong Pagar cannot possibly meet the charges which will result from the expropriation and the additional works required, and the balance will have to be taken from the general revenue. If the trade of the Colony was increasing and the Colony rolling in wealth, it would be possible to face the situation with equanimity, but such was not the case. From no source could the Colony look for an increase of revenue. In some cases there might be reductions. Tanjong Pagar could not bear increased charges. They would only drive away trade. Not being able to increase the revenue, the question was whether expenditure could not be reduced. There would not be savings under this head to be relied upon to meet deficits. Pursuing further the line of argument of the previous speakers, the Government were described by the Hon. Mr. W. H. Shefford as the stewards of the public purse. Since the business men of the Colony were those who had to pay the piper, they should be permitted to call the tune. He stated that when the expropriation scheme was being discussed in the Legislative Council the Governor had stated that if the price paid for Tanjong Pagar should prove exorbitant the Colony might have to wait before carrying out other improvements and would have to look out for new sources of revenue. That was the situation now, upon them. Who is going to make good the interest on this loan now to be raised? It must fall upon the revenues of the Colony. To preserve the trade of the Colony the development of Tanjong Pagar and the improvement of the Singapore river are necessary. After another speaker had described the present as a crisis in the history of Singapore, the original resolution was put to the meeting and carried with but two dissenting votes. It was also agreed that the Committee of the Singapore branch of the Straits Settlements Association be requested to convey to His Excellency the Governor the terms of the motion carried at that meeting. It is hardly conceivable that the Straits Government will stultify itself to the extent of withdrawing from the ambitious schemes into which it had committed the Colony. That they are projects of enormous magnitude none can deny, but that it should be difficult, if not impossible, for Singapore to raise out of its ordinary revenue the sums required for interest and sinking fund, it is equally certain.

A Tokio message to the Osaka *Jiji* states that the current reports as to the circumstances of the sinking of the *Albatross* after being raised twelve feet are somewhat inaccurate. There was not, in fact, any failure in the refloating operations, the pumping proving a great success. What really happened was that, as the officials discovered a new leak at the vessel's stern, they discontinued the pumping for the purpose of repairing the damage. It was simply the stoppage of the pumping that caused the vessel to again sink, and there is no reason to doubt the early success of the operations.

ACCORDING to a Tokio report received by the Kobe *Shimbun*, it is believed at the capital that there is some foundation for the report that the N.Y.K. intends to obtain a large foreign loan, despite the recent denials. It is estimated that the contemplated extensions of services and additions to the Company's fleet will require an expenditure fully equal in amount to the Company's reserve fund, and this circumstance is thought to lend colour to the rumours of a loan. The visit abroad of Mr. Kato, Vice-President of the Kaisha, is also looked upon as corroborative of the report. If a loan is in fact arranged, it is believed that it will be possible to make a debenture issue at a very low rate of interest in view of the Company's high credit abroad.

LOCAL AND GENERAL.

THE German and English mails of the 5th and 14th July were delivered in London on the 7th instant.

TEN coolies were fined \$2 each, by Mr. F. A. Hazeldun, at the Police Court this morning, for gambling on the premises at No. 11, Elgin Street, last night.

TO-MORROW, August 9th, is Coronation Day, and the Garrison schools of the Colony will be closed in honour of the event. The usual salute will be fired at noon.

LEAVE of absence (privilege leave) to the neighbouring countries on private affairs, has been granted to Captain J. H. G. Casserly, 119th Infantry, from 11th August to 10th October, 1906.

It is officially notified that the transport *Soudan* will convey the 1st Battalion of the Sherwood Foresters, now stationed at Singapore, to Madras, leaving Singapore on the 30th of November.

THE only Chinese case of plague reported to the Sanitary authorities as occurring in the Colony during the twenty-four hours ending at noon to-day was from No. 46, Wanchai Road, which ended fatally.

RETURN of visitors to the City Hall Library and Museum for the week ending the 5th August, 1906:—Library, non-Chinese 258; Chinese 156. Total 454. Museum, non-Chinese 135; Chinese 3,058; Total 3,193.

WE are informed by Messrs. Behn Meyer & Co., Ltd., that the N. D. L. are building five new steamers of the most modern type for the Hongkong trade. We understand that the first one is to come out shortly. —S. F. Press.

As will be seen from our advertisement columns, through the courtesy of the Hon. Mr. E. A. Hewitt, superintendent of the P. & O. S. N. Co., the Company's steamer *Maldivia* will be open to inspection, alongside the Kowloon wharf, on Friday, the 10th inst., from 3 to 6 p.m. For the convenience of visitors launches flying the P. & O. flag will leave Blake Pier at regular intervals.

WONG Chap, a coal coolie, has very curious habits. He was arrested yesterday morning, just before daybreak, loitering about the premises of the Ordnance Store Department. When asked what he was doing there Wong replied that he was only looking around. He was brought before Mr. F. A. Hazeldun this morning on a charge of trespassing and was fined \$10.

It is reported from Seoul that the wedding of the Crown Prince is to take place on the 28th of the 8th month (old style). It was originally arranged that the Treasury should disburse a sum of 1,200,000 yen to meet the expenses, but the Resident-General interfered and cut down the estimate to 720,000, a reduction of a round million. It is recalled that the wedding of the Japanese Crown Prince cost only 730,000.

AT the Marine Court this morning, before Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, P. C. Winter charged Ho Hoi, master of the licensed steam launch *Cheung Shing*, with unlawfully allowing one of his crew to act as coxswain of the said launch, he then not holding a certificate of competency from the Harbour Master, in the waters of the Colony on the 29th July, 1906. The charge was proved, and defendant was severely cautioned, and discharged.

SERGEANT Aris, of Kennedy Town Police Station, charged two boatmen before Mr. H. H. J. Gompertz, at the Magistracy this morning, with failing to have their boats properly covered with tarpaulins while loading a cargo of kerosene oil from the s.s. *Virginia*, yesterday. The accused admitted the charge, but held that they were ignorant of the regulations. His Worship informed the accused that the offence was a very serious one. The maximum penalty was \$250. This being their first offence a fine of \$5 each was imposed.

A POLICEMAN on duty at Kowloon, during the small hours of this morning, saw a coolie loitering about the road and casting glances at the houses in Ramsay Villas. The loiterer was removed to Tsim-tsu-tsu Police Station, and on being searched, a screw-driver and a spanner were discovered in his pocket. He was placed before Mr. Gompertz, at the Police Court to-day, being charged with loitering about Ramsay Villas with intent to commit a felony. The accused could not give a satisfactory account of himself and his Worship sent him to goal for twenty-one days and to be exhibited in the stocks for six hours.

THE case in which a coolie, with two others not in custody, was charged with holding up two men on the Stanley Road, near Shau-ki-wan, on 29th ultimo, and robbing them of their property, even going so far as to strip them of their clothing, and at the same time using personal violence, came to a conclusion at the Magistracy yesterday afternoon. One of the travellers, a Chinese barber, gave an account of the hold-up, as was previously printed in these columns, and proceeded to explain that after his clothing had been removed one of the robbers threw him an old jacket, and with that piece of rag on his back he made a report to Inspector Robertson. The following morning the barber was walking at Shau-ki-wan when he chanced across the accused, who was carrying his umbrella. The defendant was followed and when a policeman came into sight accused and was arrested. Mr. Gompertz committed the accused to take his trial at the next Criminal Sessions.

AN IMPERTINENT FITTER.

EFFECT OF INTERPRETATION.

Haak Un, a fitter, employed by Messrs. Cornell and Company, electricians, 87, Praya East, was the means of causing some disturbance at the workshop yesterday, and, according to Mr. W. H. Manners, an electrician of the firm, the fitter was doing his best to get the other men to go on strike. There is a rule in the workshop to the effect that all fitters going to the lavatory must first obtain permission from the electrician on duty. Yesterday, before the engines could be started, the fitter disobeyed the rules of the shop, and went to the lavatory, where he remained for nearly half an hour, delaying the work in the shop. When the fitter came back he was reprimanded by Mr. Manners. The fitter got abusive, refused to return to work, nor would he leave the premises. He demanded his wages, and on being refused, used insulting language and attempted to get the others to throw down their tools. The conversation which occurred between the electrician and the fitter was carried on through an interpreter, but it later became known that things of any importance were carefully kept back by the wily interpreter. When asked why he did that the interpreter said: "How can I speak to the men like that when I am a fitter myself?" The fitter was then given in charge and brought before Mr. H. H. J. Gompertz, at the Police Court this morning. The interpreter was called and examined, and it was learnt that, when told to interpret, "If you don't want to work, leave the premises," he made a blunder of it giving the fitter to understand that he was "no good" and that his services were not wanted. Naturally the man asked for his wages. Mr. Manners said that, on the contrary, accused was a very good worker, he did fine work, and he would be glad to take him back if he would return, as the whole affair appeared to be a misunderstanding between the parties. The accused, who was \$16 a month, refused flatly to return to work, saying that he was afraid that he would be beaten when he got back. His Worship then held that the complainant's order had been misinterpreted and discharged the defendant, advising him to return to work.

BARON OKU AND THE GENERAL STAFF.

The appointment of General Baron Oku as Chief of the Army Staff in succession to the late General Viscount Kodama would in the ordinary course of events attract little notice from the Press as the highest possible military appointment, but in the case of the new holder of the office a special feature of the appointment has invested it with more than usual interest, says the *Japen Chronicle*. While the promotion of Baron Oku is received by the Press with unstinted satisfaction, a departure from long established custom has been made which, we should think, should be cause of still greater satisfaction as showing that political power has played no part in the new appointment and that it is more the result of the merit of Baron Oku as a soldier than political influence. The Press, however, expresses its surprise at the appointment, inasmuch as General Oku is not a strong clansman either of the Satsuma or Choshu group, which groups, known politically as the Satcho, have always nominated men for high office in the Army in order to maintain their power in the Government. As might be expected the influence of the Satcho has grown in course of time to be nothing less than a political evil, and if in the new appointment can be detected signs that the influence of the clans is on the wane so much the better in the interest of honest politics.

The *Osaka Asahi*, referring to the promotion of Baron Oku and expressing its satisfaction at the choice of the authorities, says that in the past the influence of the Satcho has grown to be a great evil, now generally recognised by the public. In former days the Satsuma and Choshu clans have striven against each other for supremacy and have come to have everything practically their own way with seemingly a proprietary interest in the Army. The result has been that officers of great ability, if not belonging to these clans, have witnessed the promotion over their heads of junior and otherwise inferior officers. It is notorious that men of quite mediocre ability have had quicker promotion and been given great offices because their promotion has been convenient to the "strong clans." The effect of clan influence has been that without the qualification of birth, i.e., membership of one of the two chief clans, the higher posts in the Army are difficult of attainment, even to those of the most exceptional abilities. When Marshal Oyama (Satsuma) resigned some months ago and General Kodama (Choshu) was appointed in his place the Choshu clan was uppermost, as General Terachi, Minister for War, is also Choshu and a nominee of Marshal Yamagata, head of the Choshu party.

Baron Oku belongs to the Kokura clan, and we may assume that his appointment has been in direct opposition to the wishes of those of the Elder Statesmen of whom Marshal Yamagata is the typical head. The new Chief of the General Staff won distinction in the war of 1897, and commanded a division in the war of 1897-5, after which he was created Baron. General Oku's part in the late war is too well known to need re-telling, and all will remember the terrible struggle between his Corps and that of the Russians under General Bidering at Mukden, and also at Nanshan. This always seemed the most stubborn portion of the five days' fighting that ended in the hasty Russian retreat northwards. His achievements as commander of the Second Army in Manchuria should prove a stronger recommendation of Baron Oku for the post of Chief of the General Staff than any political influence, and Japanese papers, such as the *Asahi*, remembering these achievements, are justified in congratulating the nation on both the fitness of the man for the appointment and on its apparent freedom from all political wirepulling.

MALAY CRUISE REFUSE DUTY.

PAYMENT OF COURT INTERPRETER.

The absence of an interpreter in the case in which fourteen Malay seamen, part of the crew of the steamer *Virginia*, were charged this morning at the Police Court, with refusing to obey the lawful commands of the captain, was the means of delaying the proceedings for several hours. Formerly the Malay interpreting of the Court was voluntarily done by Mr. Chan Cheung, an Opium tester, employed by the Opium Farmer, whose duties called him to the Magistracy, and although his services were requisitioned this morning, when the case was called on Mr. Chan Cheung was not in Court. Mr. Gompertz dispatched the ushers to look for the tester and later Inspector Langley came into Court and made a "startling" statement. It was to the effect "that Mr. Chan Cheung had left word saying that during the past he interpreted for the Court and when he went to the shroff to get remuneration, payment was refused. He did not intend to do any more in interpretation for the Court." His Worship wanted to know why he was not told before that Mr. Cheung had been refused payment, although it was common talk among the subordinates at the Magistracy. The blame cannot, however, be thrown on the shoulders of the shroff, since it was against the rules to pay an interpreter, when his engagement was not mentioned in the depositions. After a while a telephone message was dispatched to the Commissioner Department asking for the loan of an interpreter. When the interpreter arrived it was past the noon hour.

The Captain of the *Virginia* said that defendants were seamen on board his vessel. They signed on at Singapore on 28th July, 1905, for two years. Yesterday the men went to him to be paid off, but he refused. They left the vessel and went to the Shipping Master, who sent them back on board, after explaining to the men that their contract had not expired. The men returned to the vessel and when told to "turn to" they refused, saying they were tired.

After further evidence had been taken, several of the defendants said they were ill and therefore could not work. His Worship adjourned the case until Friday next to allow a doctor to see the men. Bail \$25 each.

THE MACAO-CANTON RAILWAY.

The *S. C. D. Journal* (Shanghai) published the following report on 2nd inst. It will be recalled that the *Hongkong Telegraph* was in the position to give an official denial to the Chinese *canards*—The agreement for the construction of the Macao-Canton railway, to be capitalised by Chinese and Portuguese merchants equally, was signed three years ago, but nothing has been done owing to the unsuccessful efforts of the Portuguese to raise their share of the required capital. Recently in reply to inquiries from the Chinese Government, the Governor of Macao stated that the Portuguese, who had gone home to raise the necessary capital, have cabled to the effect that all their shares have been subscribed and that they will return to Macao some time next autumn to make arrangements for the actual commencement of work next spring.

THE O.K. FOREIGN CAPITAL.

LOAN OF TEN MILLIONS.

Some time ago the Osaka Shosen Kaisha entered upon negotiations with a foreign capitalist for a loan, but negotiations were suspended because the Shiji Mortgage Bill was not introduced into the Diet, as anticipated last session. We are informed by the *Jiji* that negotiations have recently been re-opened between the Company and the Credit Mobilier for a loan of ¥10,000,000 from a London syndicate, and it is believed these negotiations will be successful. The money will be used for the redemption of the 6 per cent. debentures and for extending the fleet.

CHUNGCHUSES NEAR DALNY.

OFFICIAL NEWS.

An official report, dated the 24th ult., states that on the 22nd 300 Chungchuses raided Pitso. Many inhabitants of the city were robbed and assaulted, and six houses were totally and six others partially burnt down. A volunteer force has been organised under the command of a police-inspector.

A later report, dated the 25th ult., states that the bandits went out to sea. Torpedo-boat No. 32, with a police-inspector and an interpreter on board, has been sent out for the protection of Pitso in response to the application of the authorities.

Another dispatch of the 27th says that on the morning of that day the Chungchuses attacked the police-station of Lao-ku-shan. Six policemen fought desperately for two hours, and eventually drove the bandits off. During the fighting a Chinese policeman was wounded in the leg, and two Japanese were killed. The wife of a Japanese policeman was carried off by the marauders, and several Chinese are also missing. The bandits retreated in the direction of Taikanzen, and a force of police and troops has advanced in pursuit to Lao-ku-shan. The torpedo-boat sent out on the 25th in the direction of Pitso patrolled the Changshan Islands and other places, but found everything quiet.

The last dispatch, dated the 28th, states that the pursuing party encountered about 40 Chungchuses at Melchuton, and after desperate fighting the Japanese woman was rescued. Three or four bandits were wounded. The party encamped at Melchuton, where they spent the night, and are to resume the attack on the Chungchuses in the district between Kinchom and Melchuton, continuing their operations until the whole district is cleared. —*Japen Chronicle*.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 7th August.

Cheung Chak Sheun, a student of the Industrial College, residing in Ching Sui Ho Street, of the new city of Canton, suddenly disappeared on the 6th ult. His father offered a substantial reward to anyone who would bring him any tidings of his son, but to no purpose. Yesterday one of his old servants, Li Sit Sang, went to the Shing Wong Temple to worship the gods, and on leaving the temple he caught sight of his young master, sitting in a room near the entrance. The servant at once informed the constable on duty, and requested him to release the young man. They captured the kidnapper named Wong A Wah and brought him to the police station for punishment. The police sent for the priest of the temple and, having carefully examined him, ascertained that prisoner was the kidnapper; he was duly punished. The servant returned home, accompanied by his young master, to the great joy of the people of the house.

HIGH SCHOOL FOR LADIES.

A number of Chinese ladies propose to establish at Kam Lung Street, in the western suburb of Canton, a high school for lady teachers. The school is to be named the Yuk Kwan Lady Teachers' School. The rules and regulations of this school have not yet been made known to the public.

A CRUEL HANDEMAN.

A coolie named Ah Choi happened to be passing along the street at Hing Nam Fong, near the city, west of Canton yesterday. Accidentally he pushed a bannerman aside on the street, whereupon the latter struck the coolie on the head with a carrying pole and wounded him, blood streaming from the wound. A policeman witnessed the assault and took both men up to the police station. It is not known whether the coolie succumbed to his injuries, but it is hoped the offender will be adequately punished for the cruel assault.

STABBING AFFRAY AT WEST POINT.

MANSIONS TELEPHONE MEN.

A few days ago we reported in these columns that a coolie was set upon by a gang of men at West Point and seriously stabbed with knives. It was at first thought that the man would die from his injuries, but on examining his wounds, it was discovered that the wounded man had a miraculous escape from death, one of the cuts being but a hair's breadth away from his spleen. The police at West Point have been very active on the case with the result that five masons were placed before Mr. H. H. J. Gompertz, this forenoon, charged with cutting and wounding a telephone fitter. The telephone man, who was only discharged from hospital this morning, and is still feeble, said that on Sunday night last he and a friend went to the Sun Lai Fat house, 8, Praya West, Shek-long-tsu. There they met a gang of men (masons) who refused to allow the men to enter and a fight started. The telephone fitter, who was chased into the street and punches were vigorously exchanged. Then the men drew knives and stabbed the fitter thrice on his body, and after he was rendered unconscious they fled. Both parties had different stories to relate, but the police were of opinion that it was simply a Police Society affair. Further evidence was called for the prosecution, and his Worship fined each man \$50, with the option of two months' hard labour.

PRISONER ESCAPES FROM CUSTODY.

INDIAN POLICEMAN CHARGED.

Indian Policeman No. 719 appeared before Mr. F. A. Hazeldun, at the Police Court, this morning, charged with neglecting his duty, and was held in \$50 bail for examination on the 18th instant. Yesterday morning Mr. Hazeldun convicted a coolie for theft and sentenced him to three weeks' hard labour and six hours' stocks. Policeman 719 was deputed by the inspector on-duty to see that the stocks sentence was carried out. The Indian took the convicted man down to the Praya Central, saw that he was properly locked in the stocks and stood guard over him. When the coolie had done three hours in the stocks he turned to the Indian constable and said that he wanted to go to the public latrine. The policeman got the man out of the stocks, went a bit further by releasing one hand of the coolie from the handcuffs and marched him to the latrine. The coolie entered, while the policeman waited at the eastern door. He waited for a considerable length of time and finding that there were no signs of the coolie he went in to investigate, when to his surprise he discovered the latrine was empty. His man had escaped through the western door of the latrine, taking with him a pair of Government handcuffs. The Indian reported the matter to his superior officers and he was given time to recapture the man and, failing, he was therefore charged.

SHIPPING AND MAILS.

MAILS DUE.

English (*Malla*) 9th inst., 6 a.m.
Indian (*Gregory Apar*) 10th inst.
German (*Sachsen*) 14th inst.
Canadian (*Empress of India*) 14th inst.
German (*Prinz Regent Luitpold*) 14th inst.
Indian (*Luitpold*) 16th inst.
German (*Prinz Waldemar*) 27th inst.

The s.s. *Radnorshire* left Singapore on 7th inst., and is due here on 14th inst.

The Great Northern s.s. *Minnesota* from Seattle arrived at Yokohama on 7th inst.

The Imperial German Mail s.s. *Bayern*, which left here on 1st inst., arrived at Singapore on 6th inst., at 8 a.m.

TELEGRAMS.

Loss of an Italian Steamer.

LONDON, 6th August.
The Italian steamer *Sirio* bound to South America from Genoa, with 700 emigrants, and a crew of 100 has been wrecked and sunk off Cape Palos, near Carthagena. It is estimated that 200 people were drowned. The captain committed suicide.

There was an awful panic at the wreck of the *Sirio* and a frenzied fight for the boats during which many were knifed.

Russia.

Although there are 50,000 strikers in St. Petersburg, there are indications that the general strike will be short lived; the men are dispirited and the leaders demoralised by the energy of the Government, the loyalty of the troops, and the postponement of the railway strike, which was the backbone of the movement.

M. Stolypin's endeavours to induce the moderate Liberal leaders to join the Cabinet have proved fruitless.

H.M.S. "Montagu."

It has been definitely decided to abandon the battleship *Montagu*. All her fittings and valuable articles now on board will be removed.

THE OPENING OF MANCHURIA.

STATEMENT BY VISCONTI HAYASHI.
H.E. Visconti Hayashi, interviewed by a representative of the *Yokohama Specie Bank*, is reported to have said that Japan intends to adhere strictly to the policy of equal opportunities for all in Manchuria and that she does not contemplate, and never did contemplate the granting of exclusive advantage to any national, whether her own or other. Of course, during the war Manchuria, being in military occupation, could not possibly be thrown open to trade. Even after peace, was concluded there remained nearly a million and a quarter of constant and non-combatant Japanese subjects in that region, all of whom had to be supplied with food, and other necessities from home, and the duty of carrying out such a work absorbed the means of communication so that free access for commercial commodities in general was out of the question. This, however, was an exceptional and temporary state of affairs and simultaneously, with its removal the place would be thrown open. It might be affirmed publicly that Manchuria, so far as concerned the parts originally in occupation, could be completely thrown open to all nations at about the beginning of September. Only those that were unacquainted with the facts could entertain any doubt under such circumstances. The truth was that according to treaty Japan might have continued in military occupation until next April. Nobody could have questioned her right to do so. But, on the contrary, she has employed extraordinary expedition to repatriate her troops and prepare for the restoration of civil administration, and if she succeeds in opening southern Manchuria by the beginning of September, that will be seven months earlier than the date conventionally fixed for evacuation. In the presence of such celerity the world, instead of doubting Japan's intentions, ought to be thankful for her efforts. It is of course possible that Japanese merchants may have sold to the Chinese inhabitants of Manchuria some of the goods imported nominally for the use of the troops. That kind of thing is more or less inevitable; no precautions would suffice to prevent it, especially in conditions such as accompany the evacuation of territory by great armies. The Japanese Government's desire is not to lose a day in throwing open the whole of Manchuria, but every one must understand that there are many preparations necessarily precedent to such a consummation, as, for example, the organization of civil administration, courts of law and so forth. These matters could not be arranged in a day. The long and short of the matter is that if any foreigner entertain a feeling of dissatisfaction about Japan's proceedings in Manchuria, his mood must be attributed solely to ignorance of the real facts of the case.—*Japan Mail*.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 8th at 11 35 a.m.—The barometer has fallen in E. Japan, and risen over W. Japan and N. China.
The depression has passed from E. Japan to the Pacific.
Pressure is highest over N. China in the North, and over the China Sea in the South. It is near the normal over the Philippines, in excess by about 0.1 inch along the China Coast, and in defect by 0.1 to 0.2 inch over E. Japan.
Gradients are slight on the China Coast, for N.E. winds in the North and for S.W. winds in the South. Light variable winds are indicated over the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inch.
FORECAST.
1.—Hongkong and Neighbourhood, S. winds, light to fair to showery.
2.—Formosa Channel, S. to E. winds, moderate.
3.—South coast of China between Hongkong and Lamock, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

A CONCRETE QUESTION.

At the meeting of the Sanitary Board yesterday the question of concreting the ground floors of certain houses at Mongkok, again came up, when the Hon. the President read the report of the Committee appointed to inquire into the subject, and moved the adoption of the report.

Mr. Shelton Hooper seconded the motion, and in doing so he took the opportunity of calling the attention of the Board to the way in which complaints were made, and the means taken to rectify them. They had two distinct cases before them: one of 16 houses at Mongkok, and the other of two European houses at Tsim-tsu-tsu. Taking the first 16 houses at Mongkok they were, built according to laws and ordinances made under the supervision of an architect who had a good knowledge of good and bad material—at least they might presume so from the time he had had the honour to serve in the Public Works Department. A complaint was sent in by a senior inspector that these floors were not of order. The speaker asked the inspector, when he visited the houses, whether there was anything more wrong with the floors than he saw on the surface. The reply was that there was not, but the next thing the speaker heard was that another inspection had been made, and that an order was given to re-concrete the whole of the ground surfaces of five of these houses. It seemed to him to be analogous to the case of the doctor who was consulted about a case of prickly heat and cut into the flesh, down to the bone, to see if he could find any serious defect in the patient's flesh. There was no justification for any professional man's supposing that this peeling of the surface was due to the ground underneath. The floors of the sixteen houses he would characterize as fair; the majority of them good; and he was using a very mild adjective when he said fair. The floors, which they dug up with great difficulty, showed clearly six inches of concrete, and only in some few cases was one inch deleteriously affected by water at the bottom. The President, who was a member of the committee, and the speaker had no hesitation in saying that the floor was good, and ordered it to be made good again at the public expense. He now asked members to avail themselves of the opportunity of looking at the second case which dealt with backyards in Tsim-tsu-tsu. The yards there were concreted with two inches of cement. He secured some concrete from one of the yards which was ordered to be re-concreted, "and this," said Mr. Hooper, placing a few pounds of it on the table before the Director of Public Works, "is a sample of it." He did not think it required an expert, but only a man, woman or child with a little common sense, to see that it was perfectly impervious.

Mr. Humphreys was sure everybody in Hongkong ought to be grateful to Mr. Shelton Hooper for what he had done in this matter. At the same time he thought it a pity that every time there was a difference of opinion between members of the Public Works Department and the Sanitary Board, a committee should be sent to examine. He thought in such cases it would be better to give the landlord the benefit of the doubt at once, and tell him to repair his yard. Section 112 of the Ordinance was not quite clear about the re-concreting of yards. It simply said the landlord or owner should make it good. In nearly every instance there seemed to be a difference of opinion as to what was making good, and if the landlord had, as he had, frequently, in the past, to re-concrete yards, he was being put to a great expense which was absolutely iniquitous. He moved: That in future cases where the surface concrete of yards is broken or is considered unsatisfactory, and where a difference of opinion exists between the Sanitary Board and the Public Works Department, that the landlord be called upon to repair such yards and not to re-concrete them.

Mr. Lau Chu-pak seconded the motion. The President first put the motion for the adoption of the report, which was carried, and then

Hon. Mr. Hewitt said matters would be made more complicated, if the Board accepted Mr. Humphreys' resolution. Clause 112 was enough to work upon. The resolution, he thought, would not make matters clear, but more involved.

The Director of Public Works said references had been made to differences of opinion between officers of the Sanitary and Public Works Departments. Concreting of floors was entirely under the control of the Board, and the Public Works Department did not come into collision with the Board's men in the matter. The Public Works Department were sometimes asked to make inspections, for the purpose of giving their opinion on the conditions of different floors, otherwise they had really nothing to do with the matter.

Mr. Hooper said it was a case of the anomaly of the Ordinance. It seemed rather absurd that one part of a building should be concreted to the satisfaction of the Building Authority, who might require a higher standard than the Board's experts, the Sanitary Surveyor, or an ordinary inspector.

On Hon. Mr. Hewitt promising to consider the matter before the Commission, Mr. Humphreys withdrew his motion.

HONGKONG AND WHAMPOA DOCK CO.

HALF-YEARLY REPORT.

The report of the board of directors of the Hongkong and Whampoa Dock Company, limited to the ordinary half-yearly meeting of shareholders, to be held at the offices of the company, Queen's Buildings, Victoria, Hongkong, on the 20th inst., at 12 o'clock noon, is as follows:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.
Gentlemen,—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June, 1906. The net profit for the six months, after paying interest due and all charges, amounts to \$403,256.44 to which has to be added the balance brought forward from last account \$362,231.10

and from this have to be deducted:—
Directors' fees \$10,000.00
Auditors' fees 750.00
10,750.00

leaving available for appropriation \$744,737.54

The directors recommend that a dividend for the half-year of 12% or \$3,000.00 be paid to the shareholders, that \$36,578.71 be written from the value of Kowloon Docks, \$1,712.45 from the Cosmopolitan Dock, \$24,360.00 from the Floating Plant, and the balance \$392,087.38 be carried to the new account.

During the past six months a steamer for the Yangtze River, 9 wooden lighters and 4 large steam launches have been completed and delivered.

The electric drive at the saw mill is not yet completed, owing to the delay in delivering the large twin cable. It has now arrived and is in place; we expect to make a start with this plant about the middle of August.

The 40-ton electric crane referred to in the last report has proved of great service in building the large boilers for the Yangtze river steamer. With the old crane these boilers could not have been completed in time.

C. P. CHATER, Chairman.

Hongkong, 4th August, 1906.

CAPITAL ACCOUNT.

June 30, 1906.

To value of Aberdeen Docks, as per last statement \$1,000,000.00
Kowloon.
To value of Kowloon Docks, as per last statement \$1,396,934.71
To amount paid in connection with purchase of H. H. I. 66 2,750.00
To final payment account new drawing office 700.00
To amount paid on account of new electric installation 6,829.00
To final payment in connection with new accumulator 2,635.00
To final payment in connection with 8-ton locomotive crane 2,254.00
To cost of 12 motors and twin cables for saw mill 29,524.00
To cost of 3 motors, &c., for boiler shop 4,502.00
To cost of new machines for engine shop 400.00
243,578.71

Cosmopolitan Dock.

To value of Cosmopolitan Dock, as per last statement \$301,712.45
To value of *Tugs, Dredgers, Launches and Lighters* 487,207.89
To sundry creditors 49,742.16
To work in progress \$100,520.65
To value of material on hand 1,543,513.22
1,644,043.88

Liabilities.

June 30th, 1906.

By shareholders for 50,000 shares of \$50 each, fully paid up \$2,500,000.00
"admiralty loan \$20,000.00
Less repayments 17,118.21
\$2,881,171.11 @ 1/10 31,438.87
Marine Insurance account 57,500.00
sundry creditors 2,044,855.68
balance of profit brought forward from last account \$362,231.10
profit 403,256.44
765,488.54
\$5,399,283.09

REVENUE ACCOUNT.

30th June, 1906.

To Interest \$62,637.20
" Crown Rent 3,119.05
" Fire Insurance 3,251.83
" Office Expenses, Salaries, Stationery and Rent of Head Office 36,603.81
" Telegrams 1,405.67
" Legal Expenses 180.00
" Marine Insurance Account 8,600.00
" Towage 136.38
" Dredger 6,460.52
" Profit 403,256.44
\$525,045.90

1st January to 30th June, 1906.
By Net Earnings of the Company's three Establishments \$523,912.16
" Hongkong Insurance Premia, &c. 1,133.74
\$525,045.90

E. & O. E. Hongkong, 4th August, 1906.

W. WILSON, Acting Chief Manager.
THOS. J. ROS, Secretary.
We have examined the Books and Vouchers of the Company, and hereby certify that the above statements are in accordance therewith.
H. U. JEFFRIES, H. P. SMITH, & CO., Auditors.

MR. JACOB SASSOON.

A NOTABLE PHILANTHROPIST.

Stimulated by the highest appreciation of the public benefactions of Mr. Jacob Sassoon, the founder of the firm of Messrs. E. D. Sassoon & Co. of Hongkong and China, more recently in connection with the new European General Hospital, the Foundation Stone of which was laid by Lord Lamington on the 16th ult., the Jewish community in Poona demonstrated their good-will towards this great and good man by presenting him with an Address and a very handsome Casket. The function took place at Ashley House, the residence of Mr. Jacob Sassoon, and it was one which marked a distinct epoch in the history of Jewish progress in the ancient Maharatta Capital. About fifty of Mr. Jacob Sassoon's admirers assembled at Ashley House at half-past two in the afternoon, and, as a deputation, they were welcomed by Mr. Abelson, Mr. Sassoon's general Secretary, who specially completed arrangements for the presentation. Mr. Sassoon, devoid of the gilt and starch of eminence, was at once upon the scene in the verandah of Ashley House, attended by his Secretary and accompanied by the ladies of his family. Then Captain Sampson, an officer of the Indian Subordinate Medical Service, advanced before Mr. Sassoon and read the following Address:—

To Jacob E. Sassoon, Esq., Poona.
Most Respected and Honoured Sir,—May it please you, Sir, to accept this humble tribute of heartfelt gratitude and appreciation from the members of the Jewish community of Poona on the happy and memorable occasion of the laying of the Foundation Stone of the New Jacob Sassoon European Hospital in Poona. It is a matter of rare honour and just pride to the entire Jewish community that the name of your august family has been associated with so many philanthropic and educational institutions in Bombay and Poona. It was with feelings of unfeigned gratitude that we now recall to our mind that on the occasion of, and to commemorate in a practically highly useful manner the visit of their Royal Highnesses the Prince and Princess of Wales to this great dependency, that you announced your intention of making a princely gift of two lakhs of rupees towards carrying out the plan—that you, true to the traditional instincts of your noble house—had conceived the idea of supplying the greatly felt need of a European General Hospital at this Station in close vicinity of the present Sassoon Hospital, which stands out as a noble monument to the world-wide fame of your munificent grandfather, the late David Sassoon. These buildings, along with others of a similar character, will always recall to the minds of the present and the future generation your untiring efforts for the mitigation of suffering of humanity, and will further serve to spread among the citizens of Poona and elsewhere a greater regard for those noble ideals of philanthropic progress which your august house has already done so much to foster. The members of the Jewish community in Poona cannot forego this opportunity of expressing their deep sense of anxiety at the prolonged illness of Mrs. Sassoon, your noble, devoted wife, who so appropriately helps you in carrying out and furthering your charitable views. They earnestly hope and pray that she may soon recover and be restored to her usual state of health, so

Today's Advertisements.

THE AMERICAN & ORIENTAL LINE.
FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).
THE Steamship
"FOXLEY"
Captain Butchart, will be despatched for the above Ports, on or about the 4th September.
For Freight, apply to
ARNHOLD, KARBURG & Co., Agents.
Hongkong, 8th August, 1906.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"SUISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 10th instant, will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., General Managers.
Hongkong, 8th August, 1906.

THE GREAT THURSTON, WORLD'S MASTER MAGICIAN, AND ENTIRE COMPANY, WILL GIVE SEVERAL PERFORMANCES AT THE
KO SHING THEATRE (QUEEN'S ROAD WEST).
TO-NIGHT (WEDNESDAY), August 8th.
PRICES:—Best Seats, 2s and 1s; Back Seats 6s cents.
Tickets for reserved seats can be had at the New Connaught Hotel.
Hongkong, 8th August, 1906.

WANTED.
A STEAMER for CHARTER or PURCHASE, state particulars and terms.
"AGENT,"
C/o Hongkong Telegraph Office.
Hongkong, 4th August, 1906.

WANTED.
A COMPRADORE, with Good Security. Apply to—
"AGENT,"
C/o Hongkong Telegraph Office.
Hongkong, 4th August, 1906.

hat she may be able again to take her legitimate place of honour and distinction in all your public activities. In conclusion, Sir, we earnestly pray to the all-Wise Providence that He may spare you and Mrs. Sassoon long to be the much honoured leaders of the Jewish community in this country, and that He may ever bless you both with health and prosperity to enable you to continue to work with unabated zeal for the religious, industrial, philanthropic and educational progress of the Jewish community in this country.—We beg to remain, Sir, Your loyal and devoted co-religionists of Poona.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Unions \$8.00, Hongkong Fires \$320, China Fires \$91, H.K. C. and M. Steamboats \$274, China and Manila \$21, China Sugars \$160, Raub \$7, Shanghai Docks \$14.92, Cottons \$144, China Borneo \$93, China Products \$9, Dairy Farms \$17, Tramways \$235, Leas \$236 ex div., Light and Flowers \$10, Watsons \$13.
Sellers:—Unions \$8.20, Canton Insurances \$135, Shell Transports \$216, London 296 Sellers, Hongkong Docks \$153, Hongkong Lands \$101, West Points \$50, Hotels \$25, Cements \$23, Electrics \$15, Ropes \$19.
Sales:—Raub \$7; Cottons \$144, Dairy Farms \$17, Watsons \$13.
Nominal:—Hongkong Banks \$850, National Banks \$47, Indos \$70, Douglas \$47, Kowloon Wharfs \$106, Hongkong Wharfs \$115, 230, Humphreys \$114, Powells \$104.

TO-DAY'S EXCHANGE.

Selling.
on 100—Bank T.T. 2/1 5/16
Do. Demand 2/1 1/2
Do. 4 months' sight 2/1 1/4
France—Bank T.T. 2/6 5/8
America—Bank T.T. 2/16
Germany—Bank T.T. 1/18
Do. Demand 1/18 1/2
Shanghai—Bank T.T. 2/2 1/2
Singapore T.T. 10 1/2 p.m.
Japan—Bank T.T. 10 1/2
Australia—Bank T.T. 12 1/2

Buying.
6 months' sight L/C 2/1 1/4
6 months' sight L/C 2/1 1/4
10 days' sight San Francisco & New York 5 1/2
1 months' sight do. 5 1/2
30 days' sight Sydney and Melbourne 2 1/2
4 months' sight France 2/1 1/4
1 months' sight Germany 2/20 1/2
Silver 34 1/2
Bank of England rate 9 1/4

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Per picul
Malwa New @ 920/920
" Old @ 950/1,000
" Older @ 1,035/1,070
" Oldest @ 1,100
Per chest
Patna New @ 975
" Old @ —
Teanars New @ 920
" Old @ —
Persian (Paper) @ —

Intimations.

THE ROBINSON PIANO CO., LD.

MANUFACTURERS AND IMPORTERS OF HIGH-CLASS PIANOS, ORGANS

Every Description OF MUSICAL INSTRUMENT.

OPPOSITE KING EDWARD HOTEL, HONGKONG.

Hongkong, 16th July, 1906.

TRY "YEBISU"

THE FAMOUS JAPANESE BEER.

PURE POPULAR PLEASANT ALATABLE.

Per Case 8 Dozen Pints \$15.50.

Per Case 1 Dozen Pints \$2.00.

H. PRICE & CO., WINE MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th July, 1906.

100

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMKRI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MOLDAVIA,"
Captain E. H. Gordon, carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 11th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Marmora*, 10,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer, proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Moldavia*,
due in London on the 23rd September.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.

SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DIBOUTI,
EGYPT, MARSEILLES.

LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Bourdon, will be despatched for MAR-
SEILLES on TUESDAY, the 21st August,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Ville de la Claret* bound for
Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *CALEDONNIEN* 4th September.

S.S. *POLYNESIE* 18th September.

S.S. *SALAZIE* 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th August, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY.

WHISKY, FINE MALL.

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS.

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

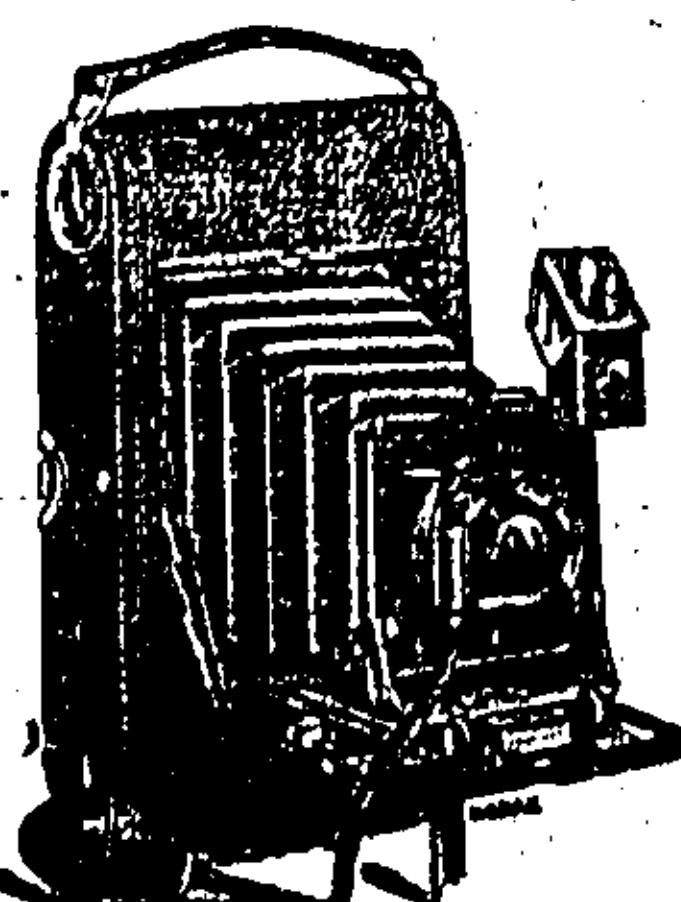
REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 19th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$9,500,000 \$210,000 \$17,735 \$19,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/10/16 } = \$26.87 for 2nd half-year 1905	{ \$850 sales London 20 \$47 sales.
National Bank of China, Limited	99,925	£7	£6	{ \$1,000,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1903	...
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$147,895 }	\$211,540	\$20 for 1904	6 % \$335
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 50,000 \$1,000,000 \$40,000 \$311,131 \$1,153,844 \$69,279 \$800,000 \$61,778 \$15,527 \$1,000,000 \$229,488 \$2,600 }	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 % Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$311,131 \$1,153,844 \$69,279 \$800,000 \$61,778 \$15,527 \$1,000,000 \$229,488 \$2,600 }	\$2,712,771	Interim div. of 13/- for 1905	4 1/2 % \$800 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$1,000,000 \$229,488 \$2,600 }	\$50,134	\$12 and \$3 special dividend for 1904	8 1/2 % \$175 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$30	{ \$1,000,000 \$229,488 \$2,600 }	\$344,618	\$6 for 1904	6 1/2 % \$90 sa. & b.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$229,488 \$2,600 }	\$422,618	\$25 for 1904	7 1/2 % \$320 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$264,438 \$88,041 \$250,000 \$600,000 \$154,331 \$150,000 \$1,000,000 \$1,000,000 }	\$6,563	\$1 1/2 for 1905	7 1/2 % \$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$6,000 \$264,438 \$88,041 \$250,000 \$600,000 \$154,331 \$150,000 \$1,000,000 \$1,000,000 }	Nil.	\$3 1/2 for year ended 30.11.05	7 1/2 % \$47 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$6,000 \$264,438 \$88,041 \$250,000 \$600,000 \$154,331 \$150,000 \$1,000,000 \$1,000,000 }	\$121,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 % \$27 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$6,000 \$264,438 \$88,041 \$250,000 \$600,000 \$154,331 \$150,000 \$1,000,000 \$1,000,000 }	\$2,400	10/- @ ex. 2/10 9/16 = \$5.69	6 1/2 % \$70
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ \$6,000 \$264,438 \$88,041 \$250,000 \$600,000 \$154,331 \$150,000 \$1,000,000 \$1,000,000 }	Tls. 2,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 % Tls. 61 buyers
Shell Transport and Trading Company, Limited	100,000	£1	£1	{ \$6,000 \$264,438 \$88,041 \$250,000 \$600,000 \$154,331 \$150,000 \$1,000,000 \$1,000,000 }	\$107,815	Final Tls. 14 making Tls. 34 for 1905	6 1/2 % Tls. 71 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$6,000 \$264,438 \$88,041 \$250,000 \$600,000 \$154,331 \$150,000 \$1,000,000 \$1,000,000 }	\$718	{ \$1.50 } for year ending 30.4.1906	5 1/2 % \$29
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$6,000 \$264,438 \$88,041 \$250,000 \$600,000 \$154,331 \$150,000 \$1,000,000 \$1,000,000 }	\$13,943	Interim div. of Tls. 2 account 1906	9 % Tls. 45 buyers
REFINING.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$88,129 }	\$40,914	Final of \$15 making \$25 for 1905	16 % \$155 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none \$100,000 }	\$132,588	\$3 for 1907	\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none \$100,000 }	Tls. 3,723	Tls. 24 for year ending 30.6.04	Tls. 100 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$800,000 \$26,011 none }	\$13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 % Tls. 10 sellers
Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none \$100,000 }	G. \$90,050	Final of 50 cents making G. \$1 for 1905	7 % G. \$14
South Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$800,000 \$26,011 none }	\$8,745	No. 12 of 1/- = 48 cents	16 1/2
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$16,100 \$20,000 }	\$8,915	\$2 for 1905	9 % \$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 \$16,100 \$20,000 }	\$20,040	Final of \$31 making \$6 for 1905	5 1/2 % \$16
Hong Kong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$50,000 \$16,100 \$20,000 }	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 % \$153
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ \$50,000 \$16,100 \$20,000 }	\$3,221	\$1 for 1905	8 1/2 % \$18
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ \$50,000 \$16,100 \$20,000 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 % Tls. 92 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ \$50,000 \$16,100 \$20,000 }	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 % Tls. 230 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$50,000 \$16,100 \$20,000 }	Tls. 5,668	Tls. 18 for 1905	8 % Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$1,451 }	none	First year	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai)	1,000	\$25	\$25	{ none \$1,451 }	\$9,028	\$2 1/2 for year ended 30.6.1905	7 1/2 % \$33 sales
Central Stores, Limited	6,000	\$15	\$15	{ none \$1,451 }	\$4,719	\$2.40 on \$12 for 1905	\$18 sales
Do. (new issue)	24,000	\$15	\$15	{ none \$1,451 }	...	7 % on \$7 1/2 for 1905	\$152 sales
Do. (Founders)	123	\$15	\$15	{ none \$1,451 }	...	None	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,075 \$24,071 }	\$619	\$5 for second half-year making \$10 for 1905	8 % \$125
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$648,075 \$24,071 }	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 % \$111
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$648,075 \$24,071 }	Tls. 1,935	Final of 6 % = 10 % for 1905	Tls. 16 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$648,075 \$24,071 }	\$4,699	Final of \$6 making \$10	10 % \$100
Lumleys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$648,075 \$24,071 }	\$5,070	80 cents for 1905	7 % \$11 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$648,075 \$24,071 }	\$574	\$2 1/2 for 1905	6 1/2 % \$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 869,691 Tls. 17,000 }	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 % Tls. 110 ex d. s.
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 869,691 Tls. 17,000 }	\$772	Interim div. of \$2 account 1906	8 % \$50
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 \$30,000 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 % Tls. 77 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ Tls. 45,939 \$30,000 }	\$23,264	\$1 for the year ending 31.7.05	7 % \$141 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 none }	Tls. 18,718	3 % a/c 1898	Tls. 60 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 100,000 none }	Tls. 30,760	Tls. 8 for 1905	10 1/2 % Tls. 75 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 100,000 none }	Tls. 35,986	Tls. 25 for 1905	8 1/2 % Tls. 300 buyers
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$814 }	\$1,066	\$7 for 1905	7 1/2 % \$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none \$9,000 }	\$856	1/3 per share for 1905	8 1/2 % \$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$9,000 }	\$1,097	\$3 for 1905	9 1/2 % \$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none \$9,000 }	Nil.	\$1 for 1904	\$9
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 none }	Tls. 1,889	Final of Tls. 5 making Tls. 10 for 1905	13 1/2 % Tls. 75 sellers
China Light and Power Company, Limited	100,000	\$10	\$10	{ Tls. 50,000 none }	\$1,219	60 cents for year ended 28.2.06	6 % \$90 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ Tls. 50,000 none }	\$1,481	80 cents for 1905	9 % \$17 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ Tls. 50,000 none }	\$2,864	\$1.20 for year ending 31.7.1905	7 % \$23 ex new issue
Green Island Cement Company, Limited	200,000	\$10	\$10	{ Tls. 50,000 none }	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	7 1/2 % \$23 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ Tls. 50,000 none }	\$20,893	\$2 1/2 for year ending 28.2.06	11 % \$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ Tls. 50,000 none }	\$2,568	{ \$1.00 } for 10 months ending 28.2.06	8 % \$15 sellers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ Tls. 50,000 none }	\$2,790	\$15 for year ending 30.11.1905	6 1/2 % \$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ Tls. 50,000 none }	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 % \$236 b. ex div.
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ Tls. 50,000 none }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 % \$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ Tls. 50,000 none }	\$2,500	Final of 50 cents making \$1 for the year	11 1/2 % \$21
Maatschappij tot Mijn. Bosch en Landbouwen- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 50,000 none }	Tls. 10,374	second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	10 % Tls. 222 buyers
Philippine Company, Limited	7,500	\$10	\$10	{ Tls. 50,000 none }	Dr. P. 34,324	{ Tls. 15 so far a/c yr. ended 31.10.06 }	...
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 4,000 }	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 % Tls. 126 ex div.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 4,000 }	Tls. 9,751	Tls. 6 for 1904	12 % Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 165,000 Tls. 4,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 % Tls. 145 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 165,000 Tls. 4,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 % Tls. 72 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 165,000 Tls. 4,000 }	Tls. 85,592	Interim div. of 15/- for 1-year 1906	...
South China Morning Post, Limited	7,200	£20	£20	{ Tls. 165,000 Tls. 4,000 }	Dr. \$41,934	Interim div. of 5/- for 1-year 1906	Tls. 360 ex div.
Steam Laundry Company, Limited	20,000	\$5	\$5	{ Tls. 165,000 Tls. 4,000 }	\$1,134	None	Tls. 278 ex div.
Tientsin Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 165,000 Tls. 4,000 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 % Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	{ Tls. 165,000 Tls. 4,000 }	\$752	{ 70 cents } for year ended 31.5.1906	7 1/2 % \$9
Do. (Founders)	100	\$10	\$10	{ Tls. 165,000 Tls. 4,000 }	\$752	{ \$ 9.90 }	5 1/2 % \$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ Tls. 165,000 Tls. 4,000 }	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 % \$13
William Powell, Limited	15,000	\$10	\$10	{ Tls. 165,000 Tls. 4,000 }	\$676	Interim div. of 50 cts. for the year 1905/6	10 % \$10 buyers
DIVIDENDS PAYABLE							
United Asbestos Oriental Agency Co., Ltd.	90,000	70 cents	9th August	do.	do.	do.	do.
Hk. Canton & Macao Steamboat Co., Ltd.	51	\$1	14th August	do.	do.	do.	do.
Hongkong and Shanghai Banking Corp'n.	2,115	\$1	18th August	do.	do.	do.	do.
Hongkong and Whampoa Dock Co., Ltd.	36	\$6	20th August	do.	do.	do.	do.